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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	Important Installations in Usti nad Labem	DATE DISTR.	23 February 1954
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PLACE ACQUIRED		REQUIREMENT NO.	
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1. Usti nad Labem has two railroad stations in the southern part of the town, located nearly opposite each other on the east and the west bank of the Elbe River. The station on the west bank serves both freight and passenger traffic, but the yards on the east bank are used exclusively for freight. The station building on the west bank, severely damaged during the war, is being rebuilt and is nearing completion.
2. On the west bank of the river about 500 yards north of the passenger station there is a rocky hill. An opening at the foot of this hill which was used as an air raid shelter during World War II is now closed by a wooden door. During the war, the Germans started the construction of two tunnels into the hill near the river and of the railroad lines running north. Work on these tunnels was resumed in 1952 and was still going on in July 1953 on a 24-hour day basis. Heavy detonations were heard in the city three or four times each day.
3. Two concrete pillars were being built in June 1953 near the old railroad bridge in preparation for the construction of a new bridge.
4. The new main post office (No. 21 on the annexed sketch), located a few blocks from the police headquarters in Fucik Street, was completed in the middle of 1953. There are four other post office branches in the city, one (No. 23 on the sketch) located opposite the railroad passenger station and connected with it by an overhead passage, used for moving mail and parcels between the station and the post office. Entrance to the post office from the station by this passage is open to the public. The upper floor of this post office is occupied by part of the railroad management. It was said that on completion of the new main post office on Fucik Street all offices opposite the station would be taken over by the railroad. Before the completion of the new main post office, telegrams could be sent only from three branches: at the corner of Tovarni and Fucik Streets (formerly the main post office), opposite the railroad station, and in Strekov.

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(Note: Washington Distribution Indicated By "X". Field Distribution By "4")

5. The automatic telephone exchange of the city has been installed in the new building of the main post office and is due to start operation in August 1953. The gradual alteration of subscriber lines to the automatic system is to be completed within a few months. Long distance phone calls may be made from three post offices. The former main post office at the corner of Tovarni and Fucik Streets is open to the public on Sunday mornings. There are three kinds of trunk calls: Ordinary, Urgent (Pilne), and Immediate (Bleskove). An ordinary trunk call from Usti to Prague is put through within 40 to 60 minutes in the mornings and evenings, and within two to three hours during the day.
6. The Security Police and the police departments dealing with registration, residence permits, etc., are located in a two-or-three-story building in Hradebni Street (No. 19 on the sketch). An armed policewoman sits at the reception desk inside the entrance gate, and a person calling on business is escorted from the reception desk to the appropriate official. At the conclusion of the interview he is again accompanied from the office to the gate. An unknown number of police stations (Obvodni Stanice Narodni Bezpecnosti), in charge of two or three streets, are open to the public twice weekly for several hours. They carry out field investigations on behalf of police headquarters, to whom they report all incidents or suspicious moves occurring in their districts. Some police offices have moved to the upper floor of the former Czechoslovak National Bank Building (No. 25 on the sketch).
7. The Trade Union Offices (URO) are located on the second floor of a five-or-six-story building on Revolučni Street (No. 26 on the sketch). A large URO canteen occupies almost the whole of the first floor and is frequented, mostly for lunch, by employees of nearby shops and enterprises, clerks, laborers, etc. The upper three or four floors of this building contain the private apartments of trade union, party, and high government officials.
8. Visitors to Usti usually stay at the Palace Hotel (No. 29 on the sketch), a four-story building in the vicinity of the railroad station. Another hotel is the Slavia, located in Strekov, the eastern part of the town. Persons arriving at Usti for permanent residence do not stay at a hotel for more than a few days. Occupants of large flats must sublet rooms according to the new housing regulations. Under these regulations, families are entitled to one room each for every member over 10 years of age and to half a room for each child under 10, in addition to a kitchen. The Housing Bureau (Bytovy Urad) accordingly directs new permanent arrivals to large flats occupied by small families, who have no choice but to make room for them.
9. Streetcars are the only public transportation. Four or five taxicabs stationed at the railroad station are used almost exclusively by visitors. They are hired by local residents only in an emergency or on exceptional occasions. A comparatively large number of privately owned cars are in use, though new cars are only rarely purchased for fear of arousing suspicion as to one's source of income.
10. Four or five trains run daily between Usti and Prague. Bus connection with Prague is made three times daily, leaving Usti bus station (No. 32 on the sketch) at 5 or 6 a.m., 1 p.m., and 4:30 p.m. On the Usti-Prague highway, buses and private cars are stopped at Terezin and the identity of travelers is checked by army personnel, though cars and buses are not searched and no personal searches are made. Buses also run daily to Decin and Hrensko on the East German border. Travel to the East German and Polish border region, which is a very popular excursion area and widely frequented by vacationers, is unrestricted. Bus tickets are bought either at the Cedok national bureau on Peace Square (Mirove Namesti - No. 12 on the sketch) or on the bus before its departure, no identification or permit being required. There also is direct bus service to Ostrov and Tisa on the Polish border, the buses leaving Usti twice daily.
11. Passenger steamers to Hrensko on the East German border are widely used by vacationers, though traffic on the Labe River is restricted because of the river's shallowness in the summer months. Tickets are available at the Cedok office and on the steamer. Travel by steamer is free of any restrictions, and there are no identity checks. Steamers to Prague leave only sporadically because of the poor navigability of the

- 3 -

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river. An increase in the number of freight-carrying river boats is observed in the winter months; some of them come directly from Hamburg.

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- 4 -

USTI NAD LABEM

1. Rock
2. Wartime air raid shelter
- 3 & 4. Tunnels under construction
5. Railroad tracks
6. Elbe River
7. Strekov
8. Railroad station (freight)
9. Bridge
10. Railroad station (passenger)
11. Hrnčiska Street
12. Mírovo Namesti
13. Post Office
14. Revoluční Street
15. Fucík Street
16. Post Office
17. Zdeněk Nejedlý Theater
18. Hradební Street
19. Security Police
20. District Police Headquarters
21. Main post office and automatic telephone exchange
22. Stairs
23. Post Office
24. Tovární Street
25. Bank and police offices
26. ÚRO building
- 27 & 28. Churches
29. Palace Hotel
30. Building Workers' Canteen
31. Railroad management
32. Bus station
33. Apartment building of government and Party officials

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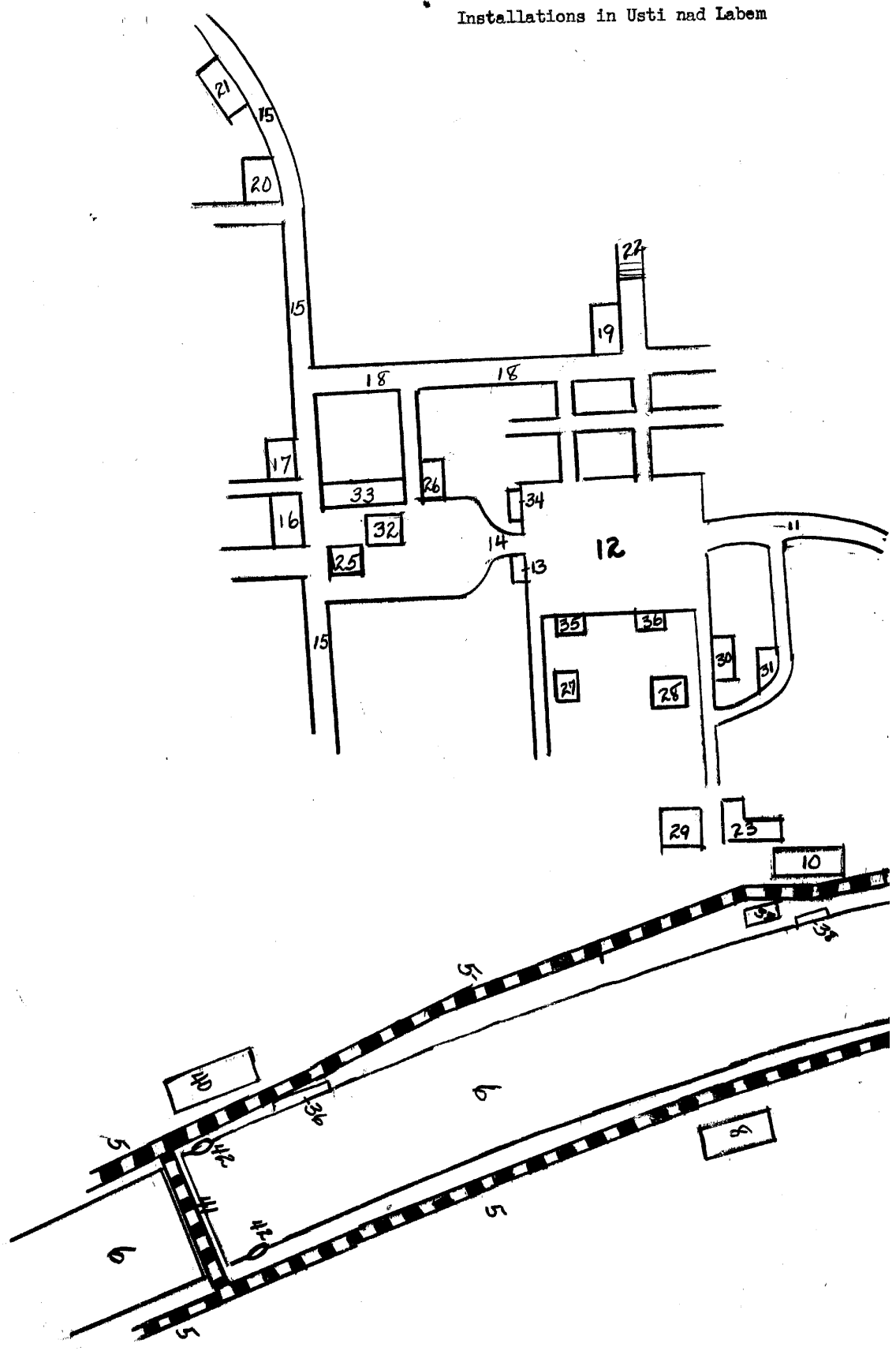
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34. "Sokol" Cafe and restaurant
35. Cedok office
36. Book store and local branch of Party newspapers
37. Customs House
38. Passenger harbor
39. Freight harbor
40. Sugar refinery
41. Railroad bridge
42. Concrete pillars of new bridge under construction

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Installations in Usti nad Labem



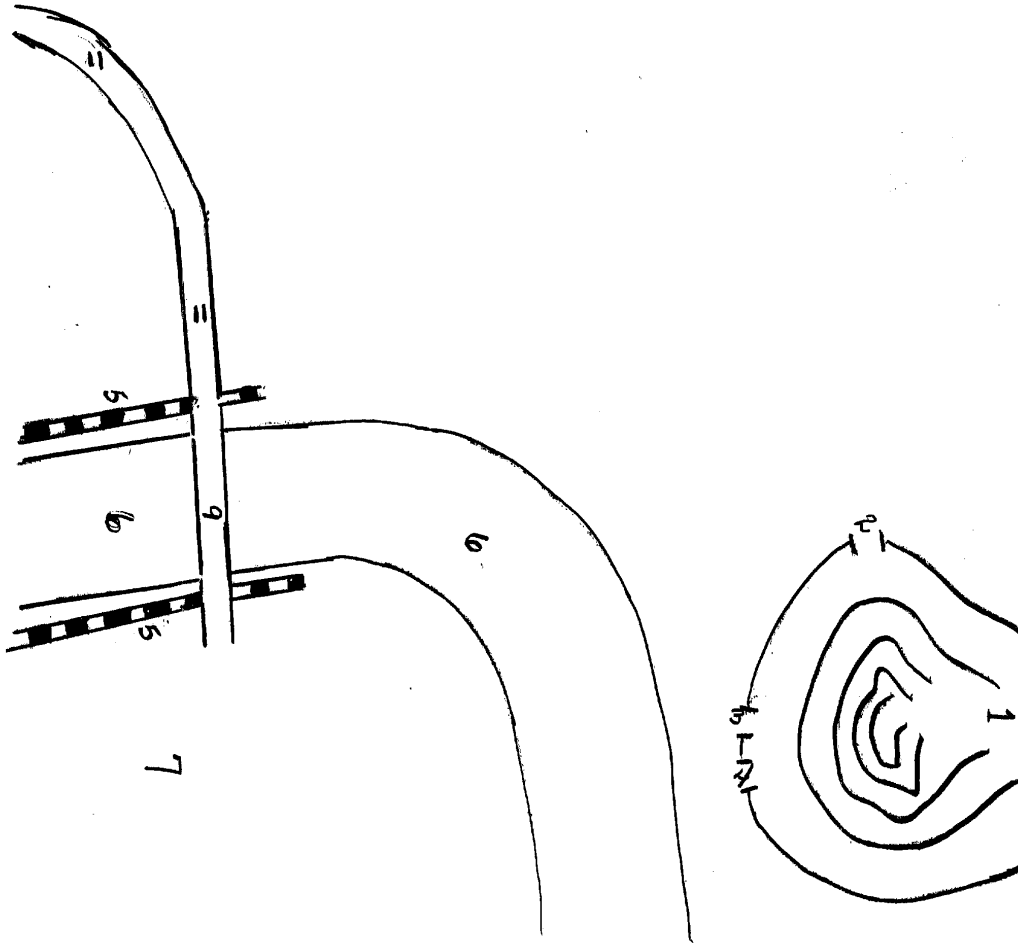
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- 7 -

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